

PROPOSED REVISIONS TO THE DRAFT TITLES 16 AND 17

Chapter 17.80 – Airport Obstruction Zoning

Please note: This document only shows those changes proposed from the latest version of the draft code. To see suggested changes that were proposed earlier during this code revision process, such as the consolidation of the Packwood, Ed Carlson Memorial Field, and Chehalis-Centralia airport sections into one chapter, please see the latest draft of the complete code changes (from the Planning Commission meeting on March 8, 2016) at: <http://lewiscountywa.gov/planning-commission>.

Chapter 17.80 AIRPORT OBSTRUCTION ZONING (RA)

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17.80.010 Short title.

This chapter shall be known and may be cited as the airport obstruction zoning chapter. [Ord. 1170B, 2000; Ord. 1157, 1998; Ord. 1129 § 1, 1993]

17.80.020 Definitions.

As used in this chapter, unless the context or subject matter clearly requires otherwise, the following words and phrases shall be given the meaning attributed to them by this section. The term “shall” is always mandatory and the word “may” indicates a use of discretion.

(1) “Airport” means the Packwood Airport, Ed Carlson Memorial Airport, or Chehalis/Centralia Airport.

(2) “Airport elevation” means the highest point of an airport’s usable landing area measured in feet from sea level.

(a) For the Packwood Airport this elevation is 1,053 feet above mean sea level.

- (b) For the Ed Carlson Memorial Field Airport, this elevation is 375 feet above mean sea level.
- (c) For the Chehalis-Centralia Airport, this elevation is 174 feet above mean sea level.
- (3) "Approach surface" means a surface longitudinally centered on the extended runway centerline, extending outward and upward from the end of the primary surface and at the same slope as the approach zone height limitation slope set forth in LCC [17.80.040](#). The perimeter of the approach surface coincides with the perimeter of the approach zone.
- (4) "Approach, transitional, horizontal, and conical zones" are set forth in LCC [17.80.030](#).
- (5) "Conical surface" means a surface extending outward and upward from the periphery of the horizontal surface at ~~a given slope for a certain distance.~~
- ~~(a) For the Packwood Airport, this slope is of 20:1 for a horizontal distance of 4,000 feet.~~
- ~~(b) For the Ed Carlson Memorial Field and Chehalis-Centralia airports, this slope is 34:1 for a horizontal distance of 4,000 feet.~~
- (6) "Hazard to air navigation" means an obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.
- (7) "Height", for the purpose of determining the height limits in all zones set forth in this chapter and shown on the approach and clear zone map, shall be mean sea level elevation unless otherwise specified.
- (8) "Horizontal surface" means a horizontal plane 150 feet above the established airport elevation, the perimeter of which in plane coincides with the perimeter of the horizontal zone.
- (a) For the Packwood Airport, this horizontal plane is 1,203 feet above mean sea level.
- (b) For the Ed Carlson Memorial Field Airport, this horizontal plane is 525 feet above mean sea level.
- (c) For the Chehalis-Centralia Airport, this plane is 324 feet above mean sea level.
- (9) "Larger than utility runway" means a runway that is constructed for and intended to be used by propeller-driven aircraft of greater than 12,500 pounds maximum gross weight and jet-powered aircraft. This definition shall only apply to the Chehalis-Centralia Airport.
- (10) "Nonconforming use" means any preexisting structure, object of natural growth, or use of land which is inconsistent with the provisions of this chapter or an amendment thereto.
- (11) "Nonprecision instrument runway" means a runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation

equipment, for which a straight-in nonprecision instrument approach procedure has been approved or planned. This definition shall only apply to the Chehalis-Centralia Airport.

(12) "Obstruction" means any structure, growth, or other object, including a mobile object, which exceeds a limiting height set forth in LCC [17.80.040](#).

(13) "Person" means an individual, firm, copartnership, association, corporation, or other legal entity, including any federal, state, or local municipal corporation, agency, or special purpose district.

(14) "Primary surface" means a surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; for military runways or when the runway has no specially prepared hard surface or planned hard surface, the primary surface ends at each end of that runway. The width of the primary surface is set forth in LCC [17.80.030](#). The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

(15) "Runway" means a defined area on an airport prepared for landing and takeoff of aircraft along its length.

(16) "Structure" means an object, including a mobile object, constructed or installed by persons, including but without limitation buildings, towers, cranes, smokestacks, earth formations, and overhead transmission lines.

(17) "Transitional surfaces" means those surfaces that extend outward at 90-degree angles to the runway centerline and the runway centerline extended at a slope of seven feet horizontally for each foot vertically from the sides of the primary and approach surfaces to where they intersect the horizontal surface.

(18) "Tree" means any object of natural growth.

(19) "Utility runway" means a runway that is constructed for and intended to be used by propeller-driven aircraft of 12,500 pounds maximum gross weight and less.

(20) "Visual runway" means a runway intended solely for the operation of aircraft using visual approach procedures. [Ord. 1170B, 2000; Ord. 1157, 1998; Ord. 1129 § 2, 1993]

17.80.030 Airport overlay maps.

In order to carry out the provisions of this chapter, there are hereby created and established certain zones which include all of the land lying beneath the approach surfaces, transitional surfaces, horizontal surfaces, and conical surfaces as they apply to the Packwood, Ed Carlson Memorial Field, and Chehalis-Centralia airports.

(1) For the Packwood and Ed Carlson Memorial Field airports, such zones are shown on the airport approach and clear zone map, which is adopted by reference as part of this chapter.

(2) For the Chehalis-Centralia Airport, such zones are shown on the Chehalis-Centralia Airport Imaginary Surfaces Drawing, prepared in conjunction with the Airport Master Plan (2000), Map 85 at 17.200.030 which is adopted by reference as part of this chapter.

An area located in more than one of the zones is considered to be only in the zone with the more restrictive height limitation.

17.80.035 Airport zones.

The various zones are hereby established and defined as follows:

(1) Approach Zone.

(a) Packwood Approach Zone. For the Packwood Airport, the inner edge of this approach zone coincides with the width of the primary surface and is 250 feet wide for Runway 1/19. The approach zone expands outward uniformly to a width of 1,250 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

(b) Ed Carlson Approach Zone. For the Ed Carlson Memorial Field Airport, the inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide for Runway ~~5/23~~ 6/24. The approach zone expands outward uniformly to a width of 1,500 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

(c) Chehalis-Centralia Larger than Utility Approach Zone. For the Chehalis-Centralia Airport, the inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 3,500 feet at a horizontal distance of 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

(2) Transitional Zones. The transitional zones are the areas beneath the transitional surfaces.

(3) Horizontal Zone.

(a) For the Packwood and Ed Carlson Memorial Field airports, the horizontal zone is established by swinging arcs of 5,000 feet radii from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones.

(b) For the Chehalis-Centralia Airport, the horizontal zone is established by swinging arcs of 10,000 feet radii from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones.

(4) Conical Zone.

~~(a) For the Packwood Airport, The conical zone is established as the area that commences at the periphery of the horizontal zone and extends outward and upward at 20:1 therefrom for a horizontal distance of 4,000 feet. [Ord. 1170B, 2000; Ord. 1157, 1998; Ord. 1129 §3, 1993]~~

~~(b) For the Ed Carlson Memorial Field and Chehalis-Centralia airports, the conical zone is established as the area that commences at the periphery of the horizontal zone and extends outward and upward at 34:1 therefrom for a horizontal distance of 4,000 feet.~~

17.80.040 Airport zone height limitations

(1) General. Except as otherwise provided in this chapter, no structure shall be erected, altered, or maintained, and no tree shall be allowed to grow in any zone created by this chapter to a height in excess of the applicable height limit herein established for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:

(a) Approach Zone.

(i) For the Packwood Airport, slopes 20 feet outward for each foot upward (20:1) beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

(ii) For the Ed Carlson Memorial Airport, slopes 34 feet outward for each foot upward (34:1) beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

(iii) For the Chehalis-Centralia Airport larger than utility approach zone, slopes 34 feet outward for each foot upward (34:1) beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline.

(b) Transitional Zones. Slopes seven feet outward for each foot upward (7:1) beginning at the sides of and at the same elevation as the primary surface and the approach surface, and extending to a height of 150 feet above the airport elevation.

(c) Horizontal Zone. Established at 150 feet above the airport elevation.

(i) For the Packwood Airport, at a height of 1,203 feet above mean sea level.

(ii) For the Ed Carlson Memorial Field Airport, at a height of 525 feet above mean sea level.

(iii) For the Chehalis-Centralia Airport, at a height of 324 feet above mean sea level.

(d) Conical Zone.

~~(i) For the Packwood Airport, Slopes 20 feet outward for each foot upward (20:1) for 4,000 feet beginning at the periphery of the horizontal zone and at 150 feet above the airport elevation and extending to a height of 350 feet above the airport elevation. [Ord. 1170B, 2000; Ord. 1157, 1998; Ord. 1129 § 4, 1993]~~

~~(ii) For the Ed Carlson Memorial Field and Chehalis Centralia Airports, slopes 34 feet outward for each foot upward (34:1) for 4,000 feet beginning at the periphery of the horizontal zone and at 150 feet above the airport elevation and extending to a height of 350 feet above the airport elevation.~~

17.80.050 Use restrictions.

(1) Notwithstanding any other provisions of this chapter, no use may be made of land or water within any zone established by this chapter in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport.

(2) Uses within the mapped areas shall be consistent with RCW [36.70A.547](#) to discourage the siting of incompatible uses adjacent to public aviation airports.

(a) The mapped area is the minimum area necessary to protect general airport activities.

(b) Incompatible uses shall include residential uses, places of public assembly, and medical facilities involving the care of people or animals. [Ord. 1170B, 2000; Ord. 1157, 1998; Ord. 1129 § 5, 1993]

17.80.060 Nonconforming uses.

(1) Regulations Not Retroactive. The regulations prescribed by this chapter shall not be construed to require the removal, lowering, or other change or alteration of any structure or tree not conforming to the regulations as of the effective date of the ordinance codified in this chapter, or otherwise interfere with the continuance of nonconforming use. Nothing contained herein shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of the ordinance codified in this chapter, and is diligently prosecuted. However, before any nonconforming structure or tree may be replaced, substantially altered or repaired, rebuilt, allowed to grow higher, or replanted, a permit must be secured from the Administrator under the procedures specified in LCC [17.80.070](#) through [17.80.130](#). No permit shall be granted that would permit a nonconforming tree to become higher or a nonconforming structure to be made or become a greater hazard to air navigation than it was when the applicable regulation was adopted or than it is when application for a permit is made.

(2) Marking and Lighting. Notwithstanding the preceding provision of this section, the owner of any existing nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the airport owner to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport obstruction.

Such markers and lights shall be installed, operated, and maintained at the expense of the airport owner.
[Ord. 1170B, 2000; Ord. 1157, 1998; Ord. 1129 § 6, 1993]

17.80.070 Permits - future uses.

(1) Except as specifically provided in subsections (2) and (3) of this section, no material change shall be made in the use of land, no structure shall be erected or otherwise established, and no tree shall be planted in any zone hereby created unless a permit therefor shall have been applied for and granted. Each application for a permit shall indicate the purpose for which the permit is desired, with sufficient particularity to permit it to be determined whether the resulting use, structure, or tree would conform to the regulations herein prescribed. If such determination is in the affirmative, the permit shall be granted. No permit for a use inconsistent with the provisions of this chapter shall be granted unless a variance has been approved in accordance with LCC [17.80.100](#).

(2) In the area lying within the limits of the horizontal zone and conical zone, no permit shall be required for any tree or structure less than 75 feet of vertical height above the ground, except when, because of terrain, land contour, or topographic features, such tree or structure would extend above the height limits prescribed for such zones;

(3) In areas lying within the limits of the approach zones, but at a horizontal distance of not less than 4,200 feet from each end of the runway, no permit shall be required for any tree or structure less than 75 feet of vertical height above the ground, except when such tree or structure would extend above the height limits prescribed for such approach zones;

(4) Nothing contained in any of the foregoing exceptions shall be construed as permitting or intending to permit any construction, or alteration of any structure, or growth of any tree in excess of any height limits established by this chapter. [Ord. 1170B, 2000; Ord. 1157, 1998; Ord. 1129 § 8, 1993]

17.80.080 Permits - Existing uses.

No permit shall be granted that would allow the establishment or creation of an obstruction or permit a nonconforming use, structure, or tree to become a greater hazard to air navigation than it was on the effective date of the ordinance codified in this chapter or any amendments thereto or than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted.
[Ord. 1170B, 2000; Ord. 1157, 1998; Ord. 1129 § 8, 1993]

17.80.090 Permits –Nonconforming uses abandoned or destroyed.

Whenever the Administrator determines that a nonconforming tree or structure has been abandoned or more than 80 percent torn down, physically deteriorated, or decayed, no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations. [Ord. 1170B, 2000; Ord. 1157, 1998; Ord. 1129 § 8, 1993]

17.80.100 Variances. Variances from the standards of this chapter shall be processed in accordance with LCC 17.162.010.

17.80.110 Obstruction marking and lighting.

Any permit or variance granted may, if such action is deemed advisable to effectuate the purpose of this chapter and be reasonable in the circumstance, be so conditioned as to require the owner of the structure or tree in question to install, operate, and maintain, at the owner's expense, such markings and lights as may be necessary. If deemed proper by the planning commission, this condition may be modified to require the owner to permit the airport owner, at its own expense, to install, operate, and maintain the necessary markings and lights. [Ord. 1170B, 2000; Ord. 1157, 1998; Ord. 1129 § 8, 1993]

17.80.120 Special use permit.

Any proposed use located in an approach zone shall be treated as a Type III special use application, per LCC 17.05.